

T-33 A
53-5809

25X1A

3 Jun 1970

- T-33A/53-5809 Incident

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FLAPS AND THE SUBSEQUENT HARD LANDING IS AGAIN IN CONFLICT WITH PAGE 26 SECTION 11-101 THE DASH 1 WHICH STATES WING FLAP RETRACTION CAN INCREASE GLIDE DISTANCE PROVIDED THE AIRSPEED IS 140 KNOTSIAS OR MORE.

C. THE LOGGING OF INSTRUCTOR PILOT TIME WITHOUT THE INTENT TO FUNCTION IN THAT CAPACITY IS IN DIRECT VIOLATION OF AFM 60-1.

2. THE FIRST TWO AREAS DESIGNATED ABOVE INDICATE A LACK OF AIRCRAFT FAMILIARITY BY THE PILOT AND QUESTIONS HIS CHECK OUT PROCESS. ALL THREE OF THE AREAS INDICATE DEFINITE SUPERVISORY ERROR ON THE PART OF THE GROUP OPERATIONS PERSONNEL AND [REDACTED] IN PARTICULAR.

Request you take

3. IMMEDIATE STEPS WILL BE TAKEN TO RECTIFY THE SITUATION AND TO PREVENT RECURRENCE. PLEASE FORWARD FOR MY REVIEW THE STEPS TAKEN AND COPIES OF ANY REGULATIONS THAT MAY RESULT.

S E C R E T

RELEASING OFFICER

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